April 25, 2014

To: Executive Board

Subject: **Contract Amendment – Architectural and Engineering Design for the Azusa Intermodal Parking Facility**

Recommendation

Authorize the Executive Director to execute Amendment No. 4 to Contract No. 11-036 with Choate Parking Consultants in the amount of $29,941 for the redesign of the bus bays for the Azusa Intermodal Parking Facility.

Analysis

At the September 2013 Executive Board Meeting, the Executive Board approved to enter into a contract amendment with Choate Parking Consultants for Phase II architectural and engineering design services for the Azusa Intermodal Parking Facility in the amount of $872,796. In December 2013, after receiving the results of the Environmental Assessment (EA) from the Federal Transit Administration (FTA), the Notice to Proceed (NTP) was issued to Choate Parking Consultants to begin Phase II design services on the parking structure. This item is being presented to the Board because Foothill Transit's Procurement Policies & Procedures states when the cumulative value of all amendments or change orders to a contract exceeds $100,00 (in this case the previous amendment for Phase II design was $872,796), all future individual amendments or change orders for that contract must be approved by the Executive Board.

Choate Parking Consultants completed the parking facility schematic and detail design phase in February and March 2014, respectively. During the construction design phase, Foothill Transit reviewed the design layout, and after several internal discussions, it was determined that Choate Parking consultants would be requested to revise the bus bay design.

Based on past studies of bus bay design types from the Transit Research Board, the most effective design for off-line loading is the sawtooth design. The current design at the Azusa parking structure depicts a linear bus bay design. The sawtooth designs allow for an 80 percent effective usage rate, while the same bus bays designed in a linear fashion only enable a 70 percent effective usage rate. The increased effectiveness of sawtooth bus bays facilitates improved on-time performance. Essentially, a sawtooth design enables all buses to use all bays eight out of ten times, whereas a linear design only allows all bays to be used seven out of ten times. The primary driver in this difference is the enhanced ability for a bus to access the second bay when the first and third bays are occupied.

Because of the many advantages for the sawtooth non-linear design, a change from the original linear design is being proposed. The cost of the re-design of the bus bays is at $29,941. The additional fees are for the redesign of the sanitary sewer, water, storm drain, grading, surface drainage and revision to the hydraulics and hydrology report to the Standard Urban Stormwater Mitigation Plan (SUSMP) report. Additional consultant efforts for dry utility and electrical design are included in Choate Parking Consultant's proposed fee.

The estimated time extension for the redesign will be two weeks. The Plans are tentatively scheduled for Plan Check submittal by May 9, 2014.

Budget Impact

Foothill Transit's current Business Plan includes funding for the Azusa Park & Ride Project.

Sincerely,

Sharlane R. Bailey
Director of Facilities

Doran J. Barnes
Executive Director